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[a27-2]

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Hongkong, 29th April, 1908. [a463]

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Hongkong, 14th June 1911. 527

S.M.R.

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a716

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[a26]

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NARA, JAPAN.

[a34-2]

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H. HAYNES,

Manager.
Hongkong, 4th January, 1912. [a157]

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luxuriously furnished and up-to-date in every
respect, situated in the most central position
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TELEPHONE No. 197.
TELEGRAPHIC ADDRESS—"COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a57]

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Every information and Special attention given
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REASONABLE RATES.

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Proprietor.

ROYAL GEORGE

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Kowloon Picnic Parties Catered For,
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Indian Carries a Speciality.

M. J. NATHAN,
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Kowloon, 30th May, 1912. [a536]

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Hongkong, 1st March, 1912. [a389]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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MARRIAGE.

On April 27th, at Sacramento, Cal., ALFRED HUMPHREYS to EVELYN S. ANDERSON.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 30th, 1912.

The establishment of *likin* stations on the Chinese section of the Kowloon-Canton Railway, mentioned in our yesterday's issue, is a surprising development, and it is strange that the collection of *likin* should have been in force now for nearly two months before the Chinese merchants whose business is thus handicapped began to raise a storm of protest against this iniquitous innovation. That it should have been introduced by the Republican authorities is astonishing because it has not only been the boast of the Republican leaders that they intended to remove all obstacles to trade, but *likin* has been especially denounced by the Minister of Finance in his recent public speeches. The imposition of *likin* on railway goods traffic is, obviously, injurious to the interests of the railway, for the waterways are free of such obstructions and traffic is consequently certain to be diverted, to the detriment not only of the Chinese section of the line, but of the British section of the line as well. That being so, it gives the Hongkong Government a special right to protest against the collection of *likin* on railway goods traffic passing into Chinese territory, as well as to protest on the more general ground that the imposition of *likin* duty is in flagrant disregard of Treaty undertakings, as well as contrary to the declared policy of the new Government. We understand that these stations have been established at points

on the line not so much for the purpose of raising revenue as to provide employment for disbanded troops, and we have heard it said that there are between 500 and 600 men attached to these stations. If this is the way the new Government is to give encouragement to trade and commerce, there is clearly little hope for improvement on the old conditions. As far back as 1903, when the Mackay Treaty was concluded, the Chinese Government undertook that all barriers of whatsoever kind collecting *likin* or such-like duties should be permanently abolished on all roads, railways and waterways in the Eighteen Provinces of China and the Three Eastern Provinces. Now, under what has been proclaimed as a Government of more enlightened views—a Government which has pledged itself before the world to remove all obstacles hampering trade and commerce, and especially to abolish *likin*, we actually find the iniquitous system being extended! And in the Province which is regarded as the birthplace of the Reform movement, too! As our readers are aware, goods traffic on the Kowloon-Canton railway has just begun to show signs of development. The establishment of *likin* stations along the Chinese section of the line can but serve to throttle it in its infancy. Anything more foolish than this it is hard to conceive. Surely the Canton Government must perceive, if it considers the subject at all, that it is highly desirable, from the point of view of its own financial interest, to do all that lies in its power to foster and develop traffic on this line; and, further, that in so far as it does anything to check that development it is guilty of a serious breach of faith with the Hongkong Government, who own the British section of the railway, and have a right to expect on the part of the Chinese authorities the fullest co-operation in fostering the increase of freight traffic over the line to the mutual advantage of the joint-owners—and the public at large. We presume some representations have already been made on the subject both by the financial corporation interested in the Chinese section of the line and by the Hongkong Government, though we have not actually heard of any such action having been taken. It is much too serious a matter to be ignored by either of the interested parties, and we are disposed to think that when the matter is placed in its proper light before the Canton authorities they will recognise the force of the arguments and abolish these *likin* stations for ever.

Small-pox has now disappeared from the city of Victoria, but two cases were reported last week from other districts.

Dr. Sun Yat-sen left Macao for Siam on Monday and was evidently delighted with the cordial reception he received in the Colony.

Mr. G. Warren Swire and Mrs. Swire left Shanghai last week for Home, travelling via Siberia. A large number of friends, including many of the staff of Messrs. Butterfield & Swire, assembled at the jetty to bid them farewell.

A Chinese was charged before Mr. Irving yesterday with being in possession of a quantity of opium. His excuse was that he had been given the opium by a friend who wished to cure himself of the smoking habit. A fine of \$5 was imposed.

Four men who were taking water from a street hydrant yesterday quarrelled among themselves, and were cautioned by a lunkong. They immediately turned on the constable and threatened him with violence. Mr. Irving fined the men \$2 each.

An Indian was charged at the Magistrate's yesterday with having stolen a promissory note for \$200 from a house in Caine Road. Mr. R. Harris appeared for the complainant. The note was said to have been taken from a box. The case was remanded.

A Chinese was charged yesterday with being in unlawful possession of 45 catties of rice, and also with having offered a bribe of fifty cents to a constable. The first case was dismissed, but on the second charge a fine of \$10 or a month's imprisonment was inflicted.

A cable from London was received in Singapore last week announcing the death of Mr. C. B. Buckley, the *dayen* of the European community of Singapore, and the honorary adviser to the Sultan of Johore. The Straits newspapers publish long and highly laudatory accounts of his career.

Two men were charged before Mr. Melbourne yesterday, at the instance of the Sanitary Board, with stealing water from the Western Market. This water stealing has become fairly common since the supply to the Chinese was curtailed, and the fine of fifty cents, which the Magistrate inflicted on both men, was merely by way of a warning that the rights of the market people must not be violated.

Return of visitors to the City Hall Library and Museum for the week ending the 26th May, 1912:—

	Library.	Museum.
Non-Chinese	347	144
Chinese	144	2,610
Total	491	2,754

The death is reported from Hankow of Mr. Alexander C. Tweedie, Secretary of the British Municipal Council there. He was found in a state of collapse in his chair at the office on May 20th, and died of heart failure soon after arriving at his residence. The Hankow newspapers speak highly of Mr. Tweedie's seven years' service to the British community.

Thieves in Shanghai seem to have made a dead set on the lawyers last week. The residence of Mr. J. E. C. Douglas was entered and robbed of a few things; and the residence of Mr. Duncan McNeill was burglariously entered, but the thieves appear to have been interrupted and made off with only a few articles belonging to the servants. Mr. McNeill is at present absent from Shanghai, and his house was occupied by Mr. Loftus Jones and Mr. E. S. Moberly Bell, two solicitors.

Fr. Liebe, a retired missionary, who had spent many years in India and Japan, died on May 3rd after drinking some brandy. He told his housekeeper that he was feeling unwell and that he intended to take some brandy. His heirs, on looking through his belongings, were astounded to discover that he had in an old chest treasures to the value of £75,000. Among the articles in the chest were 230 sapphires, 217 diamonds, 164 tourquoises, 50 opals, many rubies and pearls, and a chalice encrusted with 438 gems.

A HARBOUR MYSTERY.

ROBBERY ON A JAPANESE STRIKER.

It was rumoured early yesterday morning that a remarkable and daring armed robbery had taken place on board the s.s. *Nosha Maru* of the Osaka Shosen Kaisha. It is stated that the "strong room" was broken open by six armed men, who held up the quartermasters and tally clerks at the point of the revolver, and took away from the ship a quantity of opium and medicine to the value of \$82,000. The robbers are said to have bound two quartermasters, two firemen and four tally clerks, with ropes. Another quartermaster is reported to be missing. The Water Police who have charge of the case, have detained ten of the crew.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

L. F. Cooke	\$10
G. Tisdall	10
J. R. Wood	10
E. A. Irving	5
Jorge & Co.	5
Dr. Chadwick Kew	5
Kuhn & Konor	5
E. Neidhardt	5
R. S. Piercy	5
Sonnet Freres	5
Ullmann & Co.	5
E. D. Kotewal	3

CORRESPONDENCE

THE B.O.C. SPORTS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—In glancing over two of the local papers of the 27th inst., I noticed a correspondent asking, "What is an Open Race?" The letter was signed by Mr. Lester, of the Royal Engineers. In reply I beg to state that my Committee were compelled to refuse Mr. Lester's entry for the following reasons:—

(1) Owing to Mr. Lester admitting himself to be a professional, when our sports were held under the rules of the A.A.A., and (2) owing to his entry fee of \$1 not being sent to me, which he asserts having sent in his second letter.

In the correspondence he mentions that he is willing to challenge anybody in the Colony for any distance, for any amount of money, and that he is willing to back himself. This is sufficient proof of him being a professional rider, for an amateur cannot, under any circumstances whatever, challenge a person to ride for money. If this is done the amateur would no longer be able to claim amateurship, but would enter into professional status. I also wish to mention here that Mr. Lester is absolutely wrong in thinking that his entry was refused because others who have entered were afraid of being beaten. The just reasons for the refusal are given above.

I desire the public to know that our sports were not held in order to give any special person the opportunity of winning a race, but were strictly confined to all amateurs and held in a sportsman-like manner.—Yours, etc.,

A. R. ELLIS,

Hon. Secretary,

Boys' Own Club.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LONDON TRANSPORT WORKERS' STRIKE.

SITUATION UNCHANGED.

LONDON, May 29th.

The situation at the docks is unchanged. The special police patrols are conspicuous, and this is resented by the strikers. The business at Smithfield is almost normal, and there are no difficulties in distributing throughout the metropolis. Chilled meat has risen two-pence to fourpence a stone, but other meats are unchanged.

Mr. Ben Tillett threatens a national strike unless the conference at the Home Office this afternoon is satisfactory, but it is widely suggested that the leaders are talking loudly to encourage their followers.

The Government has convened a conference of all the parties to the strike to be held on Friday. Otherwise the situation has not materially developed.

SECURING THE MEAT SUPPLY.

The police to-day vigorously guarded a procession of meat carts to the docks and scattered the strikers who attempted to cut the traces after throwing missiles.

The only account of the conference between the Strike Committee and Mr. McKenna is the Committee's version, which represents Mr. McKenna as saying that they must allow some food to be brought into London. The Committee thereupon asked what food, so that they might co-operate with the Home Office, as they realised that foods must be unloaded. Mr. McKenna is also represented as declaring that he had no intention of using the military. The Committee promised to do its utmost to prevent violence. The willingness of the Committee to allow certain foods to be unloaded is interpreted as an appreciation of the Government's desire to secure the food supply and also as an appreciation by the Committee of the hostility which a rise in the price of food would create against the strikers.

Yesterday's disorderly strikers were fined £10 or one month's imprisonment.

SIR EDWARD CLARKE'S REPORT.

Sir Edward Clarke, K.C., in his report on the strike, finds for the men on five of the seven disputed points. He expresses the opinion that much of the trouble in the case of the employment of the non-unionist on the 25th was due to a breach of the agreements providing for reference of disputes to the Board of Trade.

Mr. Sydney Buxton, in a covering letter announcing a conference on the 31st inst., asks the Transporters Union to adhere to their agreements, and to resume work now that Sir Edward Clarke has cleared up the misunderstandings regarding agreements.

The Strike Committee last night decided to attend the conference, but requested Mr. Buxton to meet the committee to-day.

MEANWHILE THE STRIKE CONTINUES.

GOVERNMENT INSISTS ON MAINTENANCE OF ORDER.

A statement by the Home Office denies the allegations made in a manifesto by the strikers on the 28th inst., and says it must be understood that the Government insists on the maintenance of order, and will use all the resources at their disposal to ensure a food supply for London.

THE ATTITUDE OF SHIPOWNERS.

Sir William Nelson, of the Nelson meat-carrying line, in an interview, said the shipowners had their backs to the wall, and refused to be a party to any compromise between the Government and the strikers. He would lay up his ships if the Government made any bargain with the strikers.

The Port of London Authority, in a statement, refuses to discriminate between unionists and non-unionists, and threatens, if the strike continues after May 31st, to pay off its employees.

[THROUGH REUTER'S AGENCY.]

HOW MR. ROOSEVELT FEELS.

LONDON, May 29th.

Mr. Roosevelt, who has returned to New York, has stated that he is feeling after the campaign like a "moose bull."

THE DECLINING BIRTH-RATE IN FRANCE.

PARIS, May 29th.

The birth-rate in France last year was more deplorable than ever. Deaths exceeded births by 34,869.

A CINEMATOGRAF DISASTER IN SPAIN.

LONDON, May 29th.

Reuter's correspondent at Madrid telegraphs that a cinematograph fire occurred in the town of Villa Real. The room, which had only one exit, was crowded with 180 people. In the panic eighty were killed and many others seriously injured, some being in a dying condition.

THE LATE DUKE OF FIFE.

LONDON, May 29th.

The will of the late Duke of Fife has been proved at £1,000,000. The contents were not disclosed.

LORD HALDANE IN GERMANY.

LONDON, May 29th.

Lord Haldane remains at Goettingen visiting the scenes and friends of old student days.

TRIANGULAR TEST CRICKET.

LONDON, May 29th.

In the first triangular test match Australia beat the South Africans by an innings and 88 runs. The latter only made 265 in the first innings, Faulkner having an unfinished 122. The South Africans followed on, making 95. Matthews performed the hat-trick in both innings.

WHIT-MONDAY CRICKET.

LONDON, May 29th.

Middlesex beat Sussex by an innings and 48 runs at Lord's. Yorkshire won from their old rivals of the red rose by ten wickets at Bradford.

DEATH OF A NOTABLE CHINESE.

News has reached China of the death of Dr. Yung Wing of Hartford, Connecticut, from apoplexy, at the age of 83. He was born in Kwangtung and received his primary education in Giffzaff School in Macao. Some time after his graduation, he went to the United States and joined the Yale University, where he was graduated in 1864, being the first Chinese graduate of a foreign university.

After his return to his native country, he was sent abroad in 1864 by H.E. Tseng Kuo-fan, then the Viceroy of Kiangsu, to purchase machinery for the Kiangnan Arsenal at Shanghai. After many persistent attempts, the *Peking Daily News* says, he succeeded in persuading the Chinese Government to send students to study abroad, and in 1871 he was appointed Chief Commissioner of the Chinese Educational Mission to the United States, taking with him the first batch of Chinese Government students, among whom were Dr. Jeme Tien-yao, Mr. Liang Tun-yen and Mr. Tang Shao-yi, the present Prime Minister of the New Republic of China.

In 1876, Dr. Yung Wing was appointed Associate Chinese Minister at Washington, and returned to China in 1882 to submit a report of the Educational Mission to the Peking Government. He was subsequently, in the seventies, sent to Peru as Chinese Commissioner to investigate into the coolie traffic, and as a result of his report the said traffic was shortly afterwards abolished.

Some time about 1900 he was actively connected with the revolutionary movement in Hankow and along the Yangtze valley. After the decapitation of Mr. Tang Tsai-chang and others, the movement was frustrated by Viceroy Chang Chih-tung, and Dr. Yung Wing was obliged to leave Shanghai, where the revolutionaries had made their headquarters, and took refuge in various hospitable lands along the China Coast. He went to the United States soon after and has been in Hartford ever since, living in perfect retirement.

Dr. Yung Wing was a ripe and learned scholar, and was one of the most respected Chinese both in the United States and in China. He may practically be considered the regenerator of the Chinese intellectual world, for it was through him the Chinese mind was given the opportunity to receive the up-to-date civilization and scientific knowledge of foreign lands. He was fitly described by some as the "Grand Old Man" of New China, and New China owes much to Dr. Yung Wing, whose death will surely be felt throughout the country and mourned by all who appreciate his valuable life-work, especially in promoting education in this land.

[THROUGH REUTER'S AGENCY.]

"TITANIC" LESSONS.

REPORT TO THE WASHINGTON SENATE.

LONDON, May 29th.

Senator Smith who was Chairman of the Senate Committee of Inquiry into the *Titanic* disaster, in a speech in the Senate at Washington presented his report. He holds that the laxity of the Board of Trade regulations were largely responsible for the disaster. He charges Captain Lord of the *Californian* with a lack of vigilance and says that he could have saved all who were on board the *Titanic*. He states that there was a complete lack of discipline after the *Titanic* struck, that some junior officers left the ship at the earliest moment, whilst some men entrusted with the care of passengers deserted the ship as soon as possible. He makes a series of recommendations, for instance, fixing steamer lanes, doubling the number of wireless operators carried by ships and increasing their pay, better life-saving equipment, stronger construction, and powerful searchlights. The effect of the speech was somewhat marred by rhetorical phraseology.

MEDAL FOR THE CARPATHIA'S CAPTAIN.

LONDON, May 29th.

A Washington telegram states that the Senate has passed a vote of thanks and Congress has appropriated a thousand dollars for a medal for the Captain of the *Carpathia*.

SENATOR SMITH.

ART OF "BUITING IN."

A professional politician of a familiar American type, and a past master in the art of "buiting in," is the description bestowed on Mr. William Alden Smith, who conducted the *Titanic* enquiry.

Mr. Smith, it appears, is a self-made man of great wealth. He was born in 1850 of good family, but his parents suffered reverses and he and his brother commenced at an early age to sell newspapers and popcorn. He became a telegraph messenger, and was then appointed page to the Michigan House of Representatives. He studied the law quietly, and four years later was admitted to the Bar. He was fortunate enough to attract the attention of Col. Pierce, a prosperous business man, of Grand Rapids, who gave him a new suit and permitted him to pay for it in pennies. Mr. Smith's progress was rapid, and it was not long before he was able to pay his debt of gratitude to Mr. Pierce by having him appointed Sergeant-at-Arms in the House of Representatives.

Apart from his political work, he is a business man of high order, and has built two short railways. He became vice-president of a local bank and acquired the ownership of the *Grand Rapids Herald*, the newspaper which he hawked when a boy.

As a Congressman Mr. Smith has always been noted for his intense solemnity. From the outset of his career at Washington he has impressed people with the ever-present consciousness of the importance of the mission he seemed to feel. One of his colleagues recently remarked that the responsibility for the national welfare rested exclusively on his (Smith's) shoulders.

When the Spanish war was brewing Mr. Smith went to Cuba on a self-appointed mission of investigation, and returned to Washington a vociferous advocate of intervention. He is, in fact, always vociferous. His speeches are delivered in stentorian tones to the accompaniment of the wildest and the most gesticulations, and are invariably inspired by an apparently invincible belief that the speaker has a message of vital importance to deliver, but the impression he creates is ephemeral. No matter what subject is under debate, whether he knows anything about it or not, he is sure to be found on the list of speakers. His self-imposed burden weighs on him, and he is rarely seen in his cloak-room, where the senators meet in leisure moments to gossip and smoke. He vibrates constantly between his office and his seat in the Senate. His denunciations of violence are frequently in evidence in the debates, but until the recent investigation he has never succeeded in occupying a position of any national or international importance.

THE RIGHT TO SMOKE.

A unique petition has been addressed to the British Embassy in Washington by thirty-one British workmen in Zion City, whom religious fanatics have forbidden to use tobacco. Smoking is contrary to the religious tenets of the Zionists, and for nearly a week a violent warfare was waged between the elders of the Church and their followers and the employees of a lace factory, who demand the right to smoke.

Outside the gates of the factory the Zionists erected platforms, and led by their overseer, Mr. Voliva, made a determined attack on the smokers as they left their work. Clubs were freely used, and there were many broken heads on both sides. Two Englishmen were seized by throw away their cigars were seized by Zionists and dragged through the streets as a public exhibition, while the Church choir sang "We are marching to Zion."

SUPREME COURT.

Wednesday, 29th May.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUNISH JUDGE).

THE VERANDAH CASE.

The hearing was resumed of the action in which Alexander Kotas, George Maidonis, and George Tsamtsanopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,000 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

Defendant was cross-examined by Mr. Potter.

Part of the alterations which you contemplated was the erection of a verandah? It was added to the plan.

It was part of the plan?—Yes.

Therefore you contemplated the verandah as part of the alterations?—It was an addition.

You contemplated it as part of the alterations?—Yes.

And as would be shown to tenants by Mr. Hazeland?—Yes.

You imagined that the verandah would be built for \$800 or \$900?—Yes.

You know that Mr. Hazeland showed the plans to a number of people—not only to the plaintiffs, but to a number of other people?—Yes.

You agree with Mr. Hazeland, I suppose, that a verandah would be of considerable value to the bottom floor of the old Post Office?—Yes.

You know you would be more likely to get tenants for a lower floor if there were a verandah?—No.

If there was a verandah there would you charge more, or less, rent for the lower floor than if there was no verandah?—The same price.

What rents are you getting at present for the upper floors?—I rent one portion for \$80, one for \$55, one for \$15, and one for \$75.

Are there any other tenants?—There are some rooms which are not occupied.

So your total rent for the top floor for the parts occupied is \$225?—Yes.

How much is vacant on the top floor?—Three rooms.

How much rent are you getting from the bottom floor?—For one portion \$360, another \$375, another \$120.80, another \$45, and another \$40.

Then roughly you are getting five times—but that does not matter. In estimating your rents you naturally took into consideration those sums spent in alterations?—Yes.

You took into consideration \$800, the price of the verandah, as well as the alterations, in arriving at your rent?—Yes.

You found afterwards that the verandah would in fact cost more than \$800 or \$900?—Yes.

Counsel afterwards addressed the Court, and his Lordship reserved judgment.

LAUNCH OF A GERMAN BATTLESHIP.

KING OF SAXONY PRESENT.

BERLIN, April 28th.

The German battleship *Prinz Regent Luitpold* was launched yesterday at Danzig. A speech was made by the King of Saxony and the launching ceremony was performed by his sister, Princess Mathilde of Saxony. Among those present were the German Crown Prince and Crown Princess, Grand Admiral von Tirpitz, Secretary of State for the Imperial Navy, and numerous military and civil officials, including representatives of Saxon regiments and societies.

In his speech the King of Saxony recalled the honour which had been his six years ago when he had been asked to make a speech at the launch of a steamer of the mercantile marine. His emotion was still deeper on this occasion, when the ship was a battleship representing the might of the German Empire and hearing witness to the tireless zeal for the Empire's prosperity and defence which characterized the Emperor. It was especially gratifying to him that the Emperor had wished to connect the House of Saxony with "one of the most remarkable features of his life's work" and to name a ship of the Imperial Navy after a Saxon King who had been a leading spirit at the time of the founding of the Empire.

The *König Albert* belongs to the programme of 1900. She was ordered from the firm of Schichau, of Danzig, in the spring of that year, and laid down in the following July, shortly after the launch of the *Oldenburg* from the same yard. The other two battleships of this programme are the *Kaiserin*, launched November 11, 1911, and the *Prinz Regent Luitpold*, launched February 17th, 1912. It is understood that these vessels will be of similar dimensions and carry a similar armament to the *Friedrich der Grosse*. The *König Albert* is the 13th German battleship of the Dreadnought type to be put afloat.

ALLEGED THEFT OF CHITS.

CONSTABLE AND TWO CIVILIANS CHARGED.

Before Mr. E. A. Irving at the Magistracy yesterday, Constable Edward Parden, Michael Richard, and Robert Jackson were jointly charged with the theft of a cigar box containing a number of chits, and with behaving in a disorderly manner at 44, Lyndhurst Terrace, on May 14th.

Mr. Irving advised the constable to plead not guilty to all charges.

Mr. King, Assistant Superintendent of Police, who conducted the prosecution, said the facts were, briefly, that at about 1.30 a.m. on the 14th inst., the three defendants, who were under the influence of drink at the time, went into the servants' quarters and asked for a drink. They had a whisky and soda. The coolie who served them then left the room, and shortly after the No. 1 boy went to his desk, in which he kept a cigar box containing chits. He found that the box had gone. He reported the loss to one of the coolies, who said the Europeans had gone, one of them wearing his hat. Another coolie stated that he saw one of the defendants carrying the cigar box.

Mr. Irving—Was the first defendant arrested under the Police Ordinance of 1900? Is he a special constable?

Mr. King—Yes, he is a special constable.

Mr. Irving—The first thing you have to do is to prove that he is a constable, in order to charge him under Ordinances 11 and 12 of 1900. If he is a special constable appointed under the Peace Preservation Ordinance, which is no longer in force, he ceases to be a constable.

Mr. King—The special constables were sworn in again for a further period.

Mr. Irving—Is he an ordinary constable?

Mr. King—He is a police officer, coming under the Police Ordinance.

Evidence was then called.

The No. 1 boy of the house said he was busy at the time the defendants called, so he instructed a coolie to serve them. They were served with three whiskies and sodas. The men had been drinking when they came in. The third was the worst. The first defendant was not in uniform. Witness returned to his room a few minutes after and found that defendants had gone.

The key to the desk was in the hole but was not turned. He asked his No. 3 boy if he had seen his box, and the boy replied that he had seen three Europeans with it.

Mr. King—Did you know these men?—I have seen the first defendant twice, and the second a good many times, but I have not seen the third before.

Witness, replying to a further question, said he saw the three defendants himself and noticed that the first defendant had the box under his arm.

Mr. King—Are you certain it was your box?—Yes.

Mr. King—How?—Witness—I asked him for it back, and told him there were chits inside. He gave the box to the third defendant. The second man said, "Never mind, I will get them to give it back to you." I have never had the box back, as the third man took it away. Two days after, the first two defendants came to my room and told me that the man who took the cigar box away had torn the chits up.

Witness said he identified the third man at the gaol among five other Europeans.

Mr. Irving—Have you to make good any money on this box?

Witness—I am afraid I may have to make compensation.

Witness added that he actually saw the first defendant with the cigar box under his coat. The reason why he did not call for assistance was that he thought defendant was joking. As a matter of fact, the second defendant said he was joking.

Constable Parden, in defence, detailed his movements on the night in question, and stated that he saw defendant Richard carry the cigar box out of No. 44 and proceed to tear up the chits contained in it.

Richard said he had no recollection of the affair, and Jackson deposed that he remembered nothing after leaving Parden at about 8 p.m.

Mr. Irving—I do not think there is sufficient evidence to convict them of larceny. The second and third defendants are discharged, as there is nothing against them. Parden is discharged on the first count, but is fined \$50 or a month on the second. I may say that I do not think there was any intention to ultimately deprive the owner of the box.

THE PLAGUE EPIDEMIC.

There were 189 cases of plague reported in the Colony for the week ended May 25th. Of these 197 were Chinese, 1 Indian and 1 Malay. The deaths numbered 108. In the City of Victoria the number of cases reported was 131, the remaining 78 being in other districts. The total number of cases since January 1st is now 1,038, and the number of deaths 951.

PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

Paris, May 3rd.

A NEW TERROR FOR AVIATORS.

"Necessity is the mother of invention." The idea of training eagles to destroy aerial craft is distinctly original. The French, as the pioneers of aviation, have added a new terror for aviators in war time. Far more effective, in every sense of the word, than special guns, are eagles.

Several officers of the military aviation corps at Nice, *L'Armée Moderne* tells us, have trained six eagles to destroy aeroplanes or dirigible balloons, no matter at what height the latter may be travelling.

The birds in question are first accustomed to the noise of the propellers and gunshots, after which tempting bait on model balloons are placed, when the eagles are taught to rush furiously at the machines and tear them up as they would tear up their prey. For a long time French military authorities have been trying to discover something that could be relied upon for wrecking flying machines. In spite of the special guns invented for the purpose, it is generally considered impossible to fight against aeroplanes, or even dirigible balloons, which have only to take the precaution of getting out of range.

Eagles constitute the latest formidable adversary; they can reach as high, or even higher, than the air craft can possibly rise. "There is no aeroplane," says *L'Armée Moderne*, "and above all no dirigible, which can withstand such an attack. Given the rapidity of an eagle's flight, and the strength of its beak and claws, there can be no doubt that a company of properly-trained eagles could annihilate, in a few instants, the most powerfully-equipped aerial fleet." True, the eagles run the chance of being shot or otherwise killed by aviators; but a sudden rush of birds cannot all be destroyed at once.

LABOUR DAY.

To the great surprise of everyone here "Labour Day" passed off quietly; the timid, fearing trouble last Wednesday, left Paris the previous day for the country, with the intention of returning as soon as order was restored. Fortunately nothing serious happened either in the capital or the provinces. On the contrary, for the first time the Paris labour leaders decided to let children take part in the Labour Day meetings, and most of the preparatory schools in the working-class quarters of the city were empty. Pretty memento cards and other souvenirs were distributed to school-children in the afternoon at the headquarters of the Confédération Générale du Travail.

Four thousand Paris automobile chauffeurs observed the 1st May by leaving their vehicles in the garage. To strangers in Paris one of the most noticeable features of the day was the predominance of lilies of the valley. In the streets almost everybody one met wore this beautiful scented little blossom. Contrary to what was at first supposed, the wrecking of the Paris express or English boat train which left the Gare du Nord for Calais at 9.50 a.m. last Wednesday was not the work of Socialists or the outcome of sabotage, but was due to the breaking of one of the points. The train, which was travelling at the rate of 60 miles an hour, was passing through St. Denis, a few miles outside Paris, when the dining-car attached to the train jumped the points 200 yards from the station. The shock split the train into three portions. Happily no one was killed, though several were more or less severely injured from shock and broken glass. The wounded were at once entrained for Paris along with the other passengers, and a fresh start made for England with as many as were able to travel. The accident was at first described as alarming and a Labour Day outrage, owing to some of the rails being "purposely" removed. The police believed it to be the diabolical work of Anarchists, until it was afterwards found out that the rails were loose at that particular spot and had given way.

THE ACCIDENT TO M. VEDRINES.

The world's most famous aviator—Jules Vedrines—had a most miraculous escape from death last Monday morning, as he started on a flight from Douai, in the North of France, to Madrid, for the Pommery Cup—a feat which the famous aviator intended accomplishing in 24 hours. The weather was anything but in his favour; after waiting nearly an hour and finding the wind did not abate, he rashly decided to make a start. Climbing into his 100 h.p. Duperdussion monoplane, at 5.15 a.m. he rose magnificently, and set his course towards Paris, where he arrived exactly an hour later, having covered 123 miles. Thus, he realised a prophecy which he made in January last that he would attain a speed of 120 miles an hour before the end of the year. The circumstances of the mishap were dramatic. A sudden gust of wind threw the aviator to the ground, and he fell in front of the locomotive of the Paris-bound train, which managed to pull up only just in time, otherwise he would have been cut to pieces. Another account says that the mechanism was at fault. His succourers were astonished to find that the apparently dying man was no other than Vedrines, the bold and audacious pet of the French nation. Though unconscious from the fall of 600 feet, he was not dead; he was carefully lifted into the train for Paris, where he received every possible care. At the Lariboisiere hospital adjoining the Gare du Nord railway station, the surgeons thoroughly examined him, and decided to at once operate on him. He underwent the delicate operation of trepanning with success; it was not until yesterday that the doctors pronounced him out of danger—which gratifying news spread like wildfire. He is actually progressing favourably, and will soon be himself again. Vedrines never had such a narrow escape in his life. The Minister of War decided to confer on Jules Vedrines the Cross of the Legion of Honour. As already remarked, he succeeded in reaching the outskirts of Paris before the accident happened. When over Epinay, just outside Paris, he described a great circle above the railway line, and then began a "volplane" with the intention of landing on some open country near the railway. As he approached the earth, however, he found that he could not land without fouling some telegraph wires, and he endeavoured to start his engine in order to re-ascend. Before he could do so, however, the aeroplane dived suddenly and the left wing struck a telegraph pole. Vedrines was thrown violently on the railway line below, his head coming in contact with the rails, just as the Paris express was in sight. The frantic waving of flags and shouting attracted the attention of the engine-driver, who succeeded in bringing the engine to a standstill a few yards from where Vedrines was lying unconscious.

THE MOTOR-CAR BANDITS.

Last Sunday saw the end of the bandit Bonnot, the "Phantom Chauffeur," as this criminal has been described. Only a few days previously he had killed detective-inspector Jouin, who had tried to arrest him, and wounded two more detectives. After this deed, he escaped out of a window, to a garage situated a short distance away and owned by a certain Dubois, also a great villain. The police, having traced him to this place, besieged it, and shots were freely exchanged between the two criminals, the soldiers, police, and other armed citizens. While this firing was going on, a daring lieutenant, under cover of a cart laden with straw, placed three dynamite cartridges under the garage, lighted the fuse, and made good his escape with the rest of those with him. Soon the whole place blew up, and firing ceased. Neither Bonnot nor Dubois committed suicide, as at first reported, but were killed by the bullets from the attacking party. Three more of the Anarchists or motor-car bandits are being hunted for; they are all well armed, but any day may come the news of their being besieged and killed in turn. As was the case with Bonnot, they will fight to the bitter end, and they are reported to have "quite an arsenal" behind them. Bonnot is to be avenged, say Anarchists, who swear to blow up one of the rich quarters of the French capital. Paris has for several months past been terrorised by bandits of the Bonnot type; such Anarchists must at all cost be exterminated. This the Paris police has promised to do, in spite of all consequences. The Press, by devoting so much space to these villains, is doing more harm than good, and impeding the police. Bandits and the papers, and know what the police intend to do in attempting to capture them, so make good their escape before the police have time to get near them. The three comrades of Bonnot, who are still at large, are greater terrorists than their leader, who was riddled through with bullets last Sunday.

In view of the frequent outrages by French bandits, a document submitted to the police authorities by the administration of prisons is of a disquieting nature. During three months, according to the return, 25 convicts succeeded in escaping from prison. *Le Gaulois* says that many of these have been condemned to death, but upon whom the Presidential clemency has been exercised, although they merited their sentence. These escaped convicts may well be members of the Paris bandits who acted under the orders of Bonnot. As to the causes of the escape the *Gaulois* suggests relaxation of surveillance, the existence of agencies which provide funds for the jail-breakers, and the discouragement which those prison officials who wish to do their duty receive from their superiors, who, in turn, fear Press attacks.

THE DRINK HABIT ON RUBBER PLANTATIONS.

There is growing complaint concerning the growth of drinking habits among coolies on the rubber plantations of Malaya. How acute is the trouble may be gathered from the following which we call from *Granville's Rubber News*:

"We have drawn attention more than once in these columns to the increase of drunkenness among Tamil coolies in this country which is most noticeable in any planting centre in these parts. We were recently in Klang on a Sunday and we saw what is, in that town, becoming a common sight—coolies, male and female, dressed up in bright array, monopolising most of the rickshaws in town and riding about in them from liquor shop to liquor shop and getting more impudent, more rowdy and more quarrelsome as the day wore on. We could hardly believe our eyes—who had seen them in their Indian villages—that these were identical with the level-headed, obedient, docile pariahs of Southern India. Some of these men—and women too—may be described as acting like fiends under the influence of the liquors sold in the shops."

THE SHIPPING CONFERENCE AND RATES.

ACTION OF THE BLUE FUNNEL LINE.

The *Japan Gazette* of the 18th inst. contains the following:—

The proposal of the Shipping Conference, which includes lines trading between the Far East and the West, *via* Suez, to increase the freight rates by 10 per cent., which was to have become operative from yesterday, the 18th inst., has been deferred. The reason for this action is unknown, but it is believed locally that some hitch has occurred in the negotiations between the shipping companies at Hongkong.

Yesterday the local office of Messrs. Butterfield and Swire, agents of the Ocean Steamship Company, Ltd., and the China Mutual Steamship Co., Ltd. (Blue Funnel Line), received instructions from London to withdraw from the Conference. This withdrawal affects not only the Suez Conference, but also the Pacific Conference, as is evidenced by the following circular sent out last evening to all shippers in Yokohama:—

NOTICE TO SHIPPERS.

Notice is hereby given that from this date any Shippers or Exporters forwarding cargo of any description to Pacific Coast Ports or Overland points in the United States and Canada by the Ocean Steamship Company, Limited, and China Mutual Steam Navigation Company, Limited (Blue Funnel Line) will invalidate claim to participate in the Deferred Rebates payable by the undersigned.

The Bank Line, Limited.
Canadian Pacific Railway Co.'s
Royal Mail Steamship Line
Great Northern Steamship Company.
Nippon Yusen Kaisha.
Osaka Shosen Kaisha.
Pacific Mail Steamship Company.
Yokohama Kisen Kaisha.

Yokohama, May 15th, 1912.

We learn that as far as the Companies in Japan are concerned there has been no rupture, the Blue Funnel hitherto acting in conjunction with the other members of the Pacific Conference. It is, therefore, surmised that some rupture has occurred in Hongkong; but on this it is at present impossible to make any statement. We content ourselves with merely stating the facts as presented at this time, and await further elucidation.

RUBBER COMPANIES.

The report of the Malaysia Rubber Company for 1911 states that the year under review saw the beginning of tapping on the estate, and the erection and establishment of the factory. The estimated output for the year was 12,000lb., but the amount actually harvested was 22,531lb. The manager's estimated output of rubber for the present year is 90,000lb., but it is pointed out that the fulfilment of the forecast will depend upon the success of efforts to secure an adequate supply of labour. Out of an available balance of £2,183, the directors recommend a dividend at the rate of 7 per cent. per annum, less tax.

The net profits of the Sungai Salak Rubber Company for 1911 amounted to £14,805, to which has to be added £1,132 brought forward, making a total of £15,937. It is proposed to pay a final dividend of 15 per cent. on £85,000, free of tax; making 20 per cent. for the year, to place £1,500 to reserve fund, and to carry forward £1,162. The crop secured, amounted to 118,100lb., as against an estimate of 75,000lb., showing an increase as compared with the previous season of 76,580lb. The estimated crop for 1912 is 227,000lb.

The first annual report of the Sungai Sayong Rubber Company, which covers the period ended December 31st, states that the cost of the estate down to the end of the year was £11,554. The directors propose to increase the planted area from 540 to 650 acres, and to provide the additional capital required it is necessary to increase the capital from £25,000 to £35,000 and to issue further capital to the extent of £10,000, which will raise the total capital issued from £19,000 to £29,000.

The report of the Kampong Kuantan Rubber Company for 1911 states that the crop estimate of 70,000lb. was not realized owing to the severity and long continuance of the drought, the actual crop obtained being 52,940lb. The crop for the current year is estimated at 125,000lb. The expenditure during the year on the erection of this factory and the development of that portion of the estate which is not yet in bearing was £8,851, bringing up the total cost to date to £24,004. From this total the directors have written off £2,091, being the balance of the premium account on new shares after first writing off the preliminary expenses, and the debit balance at December 31st, 1910, thus reducing the total cost of the estate to £21,913, or less than £23 per acre. The balance standing to the credit of profit and loss account was £3,962, and the directors recommend a dividend of 10 per cent., less tax, payable on May 14th.

The seventh report of the Sandycroft Rubber Co., Ltd., states that the net profit for the period ended 31st January last after making due provision for depreciation, and allocating to revenue a liberal proportion of general and working expenditure, amounts to £152,753.97, to which has to be added the balance of £83,194.21 brought forward from last account, making a total of £135,950.18 available at 31st January, 1912, less interim dividends absorbing £72,000 already paid. The directors recommend—That a final dividend of 40 per cent. be declared, making 100 per cent. for the year and absorbing \$48,000; that the sum of \$7,079.70 be placed to a sinking fund for the redemption of debentures; that the sum of \$15,000 be transferred to reserve; that the sum of \$3,000 be set aside to employees' bonus fund; that the balance of \$10,870.48 be carried forward to next account. The average prices obtained for the crop were 5s. 2½d. for No. 1 and 4s. 5d. for scrap as against 6s. 9d. for No. 1 and 5s. 10d. for scrap in the preceding year.

INTIMATIONS

SUFFERED WITH ECZEMA 20 YEARS

On Limbs. Spots Size of Six-Penny Piece. Very Scaly and Swollen. Itched Badly. Scratching Made Them Bleed. Used Cuticura Ointment and Is Now Quite Well.

"I am more than thankful for all the benefit that I received from the use of Cuticura Ointment. In my long stage of eczema I really thought at one time I was not going to get out of it, as I had tried so many things; but all no good until I saw the Cuticura Remedies advertised in the papers, so I made up my mind to try them."

"I have been suffering for about twenty years and not knowing what it was, my legs had a yellow look until lately which came in small yellow heads and in a few days used to itch very badly. Scratching them, they used to run with a kind of fluid and bleed. There were spots the size of a six-penny piece and very scaly. By using Cuticura Ointment twice daily, it caused them to scale over and dry off, then I used to wash the parts with soap and water, then dress them with Cuticura at night. Also my legs were swollen very much, but now I am quite well and will recommend the Cuticura Ointment, etc., to all my friends." (Signed) William Devey, Waverley Grove, nr. Stourbridge, Worcester, Eng., June 15, 1911.

For more than a generation Cuticura Soap and Ointment have afforded the most economical treatment for affections of the skin and scalp of infants, children and adults. A single cake of Cuticura Soap and box of Cuticura Ointment are often sufficient. A sample each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St.; London: R. Towns & Co., Sydney; N. S. W.; Lennan, Ltd., Cape Town; Muller, Macdonald & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U. S. A.

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HONGKONG

SUPREME COURT.

Wednesday, 28th May.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUNISH JUDGE).

THE VERANDAH CASE.

The hearing was resumed of the action in which Alexander Kotas, George Maidonis, and George Tsamtsacopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,000 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Crist, of Messrs. Wilkinson and Crist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

Defendant was cross-examined by Mr. Potter.

Part of the alterations which you contemplated was the erection of a verandah?—It was added to the plan.

It was part of the plan?—Yes.

Therefore you contemplated the verandah as part of the alterations?—It was an addition.

You contemplated it as part of the alterations?—Yes.

And as such would be shown to tenants by Mr. Hazland?—Yes.

You imagined that the verandah would be built for \$900 or \$900?—Yes.

You know that Mr. Hazland showed the plans to a number of people—not only to the plaintiffs, but to a number of other people?—Yes.

You agree with Mr. Hazland, I suppose, that a verandah would be of considerable value to the bottom floor of the old Post Office?—Yes.

You know you would be more likely to get tenants for a lower floor if there were a verandah?—No.

If there was a verandah there would you charge more, or less, rent for the lower floor than if there was no verandah?—The same price.

What rents are you getting at present for the upper floors?—I rent one portion for \$80, one for \$55, one for \$45, and one for \$75.

Are there any other tenants?—There are some rooms which are not occupied.

So your total rent for the top floor for the parts occupied is \$255?—Yes.

How much is vacant on the top floor?—Three rooms.

How much rent are you getting from the bottom floor?—For one portion \$950, another \$375, another \$120.80, another \$45, and another \$40.

Then roughly you are getting five times—but that does not matter. In estimating your rents you naturally took into consideration those sums spent in alterations?—Yes.

You took into consideration \$800, the price of the verandah, as well as the alterations, in arriving at your rent?—Yes.

You found afterwards that the verandah would in fact cost more than \$800 or \$900?—Yes.

Counsel afterwards addressed the Court, and his Lordship reserved judgment.

LAUNCH OF A GERMAN BATTLESHIP.

KING OF SAXONY PRESENT.

Berlin, April 28th.

The German battleship *Ernst* was launched yesterday and named *König Albert*. A speech was made by the King of Saxony and the launching ceremony was performed by his sister, Princess Mathilde of Saxony. Among those present were the German Crown Prince and Crown Princess, Grand Admiral von Tirpitz, Secretary of State for the Imperial Navy, and numerous military and civil officials, including representatives of Saxony regiments and societies.

In his speech the King of Saxony recalled the honour which had been his six years ago when he had been asked to make a speech at the launch of a steamer of the mercantile marine. His emotion was still deeper on this occasion, when the ship was a battleship representing the might of the German Empire and bearing witness to the tireless zeal for the Empire's prosperity and defence which characterized the Emperor. It was especially gratifying to him that the Emperor had wished to connect the House of Saxony with "one of the most remarkable features of his life's work" and to name a ship of the Imperial Navy after a Saxon King who had been a leading spirit at the time of the founding of the Empire.

The *König Albert* belongs to the programme of 1910. She was ordered from the firm of Schichau, of Danzig, in the spring of that year, and laid down in the following July, shortly after the launch of the *Odenburg* from the same yard. The other two battleships of this programme are the *Kaiserin*, launched November 11, 1911, and the *Prinz Regent Luitpold*, launched February 17th, 1912. It is understood that these vessels will be of similar dimensions and carry a similar armament to the *Friedrich der Grosse*. The *König Albert* is the 13th German battleship of the Dreadnought type to be put afloat.

ALLEGED THEFT OF CHITS.

CONSTABLE AND TWO CIVILIANS CHARGED.

Before Mr. E. A. Irving at the Magistrate's yesterday, Constable Edward Pardon, Michael Richard, and Robert Jackson were jointly charged with the theft of a cigar box containing a number of chits, and with behaving in a disorderly manner at 44, Lyndhurst Terrace, on May 14th.

Mr. Irving advised the constable to plead not guilty to all charges.

Mr. King, Assistant Superintendent of Police, who conducted the prosecution, said the facts were, briefly, that at about 1.30 a.m. on the 14th inst., the three defendants, who were under the influence of drink at the time, went into the servants' quarters and asked for a drink. They had a whisky and soda. The coolie who served them then left the room, and shortly after the No. 1 boy went to his desk, in which he kept a cigar box containing chits. He found that the box had gone. He reported the loss to one of the coolies, who said the Europeans had gone, one of them wearing his hat. Another coolie stated that he saw one of the defendants carrying the cigar box.

Mr. Irving—Was the first defendant arrested under the Police Ordinance of 1900? Is he a special constable?

Mr. King—Yes, he is a special constable.

Mr. Irving—The first thing you have to do is to prove that he is a constable, in order to charge him under Ordinances 11 and 12 of 1900. If he is a special constable appointed under the Peace Preservation Ordinance, which is no longer in force, he ceases to be a constable.

Mr. King—The special constables were sworn in again for a further period.

Mr. Irving—Is he an ordinary constable?

Mr. King—He is a police officer, coming under the Police Ordinance.

Evidence was then called.

The No. 1 boy of the house said he was busy at the time the defendants called, so he instructed a coolie to serve them. They were served with three whiskies and sodas. The men had been drinking when they came in. The third was the worst. The first defendant was not in uniform. Witness returned to his room a few minutes after and found that defendants had gone. The key to the desk was in the hole but was not turned. He asked his No. 3 boy if he had seen his box, and the boy replied that he had seen three Europeans with it.

Mr. King—Did you know these men?—I have seen the first defendant twice, and the second a good many times, but I have not seen the third before.

Witness, replying to a further question, said he saw the three defendants himself and noticed that the first defendant had the box under his arm.

Mr. King—Are you certain it was your box?—Yes.

Mr. King—How?—Witness—I asked him for it back, and told him there were chits inside. He gave the box to the third defendant. The second man said, "Never mind, I will get them to give it back to you." I have never had the box back, as the third man took it away. Two days after, the first two defendants came to my room and told me that the man who took the cigar-box away had torn the chits up.

Witness said he identified the third man at the gaol among five other Europeans.

Mr. Irving—Have you to make good any money on this box?

Witness—I am afraid I may have to make compensation.

Witness added that he actually saw the first defendant with the cigar box under his coat. The reason why he did not call for assistance was that he thought defendant was joking. As a matter of fact, the second defendant said he was joking.

Constable Pardon, in defence, detailed his movements on the night in question, and stated that he saw defendant Richard carry the cigar box out of No. 44 and proceed to tear up the chits contained in it.

Richard said he had no recollection of the affair, and Jackson deposed that he remembered nothing after leaving Pardon at about 8 p.m.

Mr. Irving—I do not think there is sufficient evidence to convict them of larceny. The second and third defendants are discharged, as there is nothing against them. Pardon is discharged on the first count, but is fined \$50 or a month on the second. I may say that I do not think there was any intention to ultimately deprive the owner of the box.

THE PLAGUE EPIDEMIC.

There were 169 cases of plague reported in the Colony for the week ended May 25th. Of these 197 were Chinese, 1 Indian and 1 Malay. The deaths numbered 108. In the City of Victoria the number of cases reported was 121, the remaining 78 being in other districts. The total number of cases since January 1st is now 1,039, and the number of deaths 951.

PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS"]

PARIS, May 3rd.

A NEW TERROR FOR AVIATORS.

Necessity is the mother of invention. The idea of training eagles to destroy aerial craft is distinctly original. The French, as the pioneers of aviation, have added a new terror for aviators in war time.

Far more effective, in every sense of the word, than special guns, are eagles. Several officers of the military aviation corps at Nice, *L'Armée Moderne* tells us, have trained six eagles to destroy aeroplanes or dirigible balloons, no matter at what height the latter may be travelling.

The birds in question are first accustomed to the noise of the propellers and gunshots, after which tempting bait on model balloons are placed, when the eagles are taught to rush furiously at the machines and tear them up as they would tear up their prey. For a long time French military authorities have been trying to discover something that could be relied upon for wrecking flying machines. In spite of the special guns invented for the purpose, it is generally considered impossible to fight against aeroplanes, or even dirigible balloons, which have only to take the precaution of getting out of range.

Eagles constitute the latest formidable adversary; they can reach as high, or even higher, than the air craft can possibly rise. "There is no aeroplane," says *L'Armée Moderne*, "and above all no dirigible, which can withstand such an attack. Given the rapidity of an eagle's flight, and the strength of its beak and claws, there can be no doubt that a company of properly-trained eagles could annihilate, in a few instances, the most powerfully-equipped aerial fleet."

True, the eagles run the chance of being shot or otherwise killed by aviators; but a sudden rush of birds cannot all be destroyed at once.

LABOUR DAY.

To the great surprise of everyone here "Labour Day" passed off quietly; the timid, fearing trouble last Wednesday, left Paris the previous day for the country, with the intention of returning as soon as order was restored. Fortunately nothing serious happened either in the capital or the provinces.

On the contrary, for the first time the Paris labour leaders decided to let children take part in the Labour Day meetings, and most of the preparatory schools in the working-class quarters of the city were empty. Pretty memento cards and other souvenirs were distributed to school-children in the afternoon at the headquarters of the *Confédération Générale du Travail*.

Four thousand Paris automobile chauffeurs observed the 1st May by leaving their vehicles in the garage. To strangers in Paris one of the most noticeable features of the day was the predominance of lilies of the valley. In the streets almost everybody one met wore this beautiful scented little blossom.

Contrary to what was at first supposed, the wrecking of the Paris express or English boat train which left the Gare du Nord for Calais at 9.50 a.m. last Wednesday was not the work of Socialists or the outcome of sabotage, but was due to the breaking of one of the points. The train, which was travelling at the rate of 60 miles an hour, was passing through St. Denis, a few miles outside Paris, when the dining-car attached to the train jumped the points 200 yards from the station. The shock split the train into three portions. Happily no one was killed, though several were more or less severely injured from shock and broken glass. The wounded were at once entrained for Paris along with the other passengers, and a fresh start made for England with as many as were able to travel. The accident was at first described as alarming and a Labour Day outrage, owing to some of the rails being "purposely" removed. The police believed it to be the diabolical work of Anarchists, until it was afterwards found out that the rails were loose at that particular spot and had given way.

THE ACCIDENT TO M. VEDRINES.

The world's most famous airman—Jules Vedrines—had a most miraculous escape from death last Monday morning, as he started on a flight from Douai, in the North of France, to Madrid, for the *Pomery Cup*—a feat which the famous aviator intended accomplishing in 24 hours. The weather was anything but in his favour; after waiting nearly an hour and finding the wind did not abate, he rashly decided to make a start. Climbing into his 100 h.p. Duperdussion monoplane, at 5.15 a.m., he rose magnificently, and set his course towards Paris, where he arrived exactly an hour later, having covered 123 miles. Thus, he realised a prophecy which he made in January last that he would attain a speed of 120 miles an hour before the end of the year. The circumstances of the mishap were dramatic. A sudden gust of wind threw the airman to the ground, and he fell in front of the locomotive of the Paris-bound train, which managed to pull up only just in time, otherwise he would have been cut to pieces. Another account says that the mechanism was at fault. His successors were astonished to find that the apparently dying man was no other than Vedrines, the bold and audacious pet of the French nation. Though unconscious from the fall of 600 feet, he was not dead; he was carefully lifted into the train for Paris, where he received every possible care. At the Lariboisière hospital adjoining the Gare du Nord railway station, the surgeons thoroughly examined him, and decided to at once operate on him. He underwent the delicate operation of trepanning with success; it was not until yesterday that the doctors pronounced him out of danger—which gratifying news spread like wildfire. He is actually progressing favourably, and will soon be himself again.

Vedrines never had such a narrow escape in his life. The Minister of War decided to confer on Jules Vedrines the Cross of the Legion of Honour. As already remarked, he succeeded in reaching the outskirts of Paris, before the accident happened. When over Epinay, just outside Paris, he described a great circle above the railway line, and then began a "volplane" with the intention of landing on some open country near the railway. As he approached the earth, however, he found that he could not land without fouling some telegraph wires, and he endeavoured to start his engine in order to re-ascend. Before he could do so, however, the aeroplane dived suddenly and the left wing struck a telegraph pole. Vedrines was thrown violently on the railway line below, his head coming in contact with the rails, just as the Paris express was in sight. The frantic waving of flags and shouting attracted the attention of the engine-driver, who succeeded in bringing the engine to a standstill a few yards from where Vedrines was lying unconscious.

THE MOTOR-CAR BANDITS.

Last Sunday saw the end of the bandit Bonnot, the "Phantom Chauffeur," as this criminal has been described. Only a few days previously he had killed detective-inspector Jouin, who had tried to arrest him, and wounded two more detectives. After this deed, he escaped out of a window, to a garage situated a short distance away and owned by a certain Dubois, also a great villain. The police, having traced him to this place, besieged it, and shots were freely exchanged between the two criminals, the soldiers, police, and other armed citizens. While this firing was going on, a daring lieutenant, under cover of a cart loaded with straw, placed three dynamite cartridges under the garage, lighted the fuse, and made good his escape with the rest of those with him. Soon the whole place blew up, and firing ceased. Neither Bonnot nor Dubois committed suicide, as at first reported, but were killed by the bullets from the attacking party. Three more of the Anarchist or motor-car bandits are being hunted for; they are all well armed, but any day may come the news of their being besieged and killed in turn. As was the case with Bonnot, they will fight to the bitter end—and they are reported to have quite an arsenal behind them. Bonnot is to be avenged, say Anarchists, who swear to blow up one of the rich quarters of the French capital. Paris has for several months past been terrorised by bandits of the Bonnot type, such Anarchists must at all costs be exterminated. This the Paris police has promised to do, in spite of all consequences. The Press, by devoting so much space to these villains, is doing more harm than good, and impeding the police. Bandits read the papers, and know what the police intend to do in attempting to capture them, so make good their escape before the police have time to get near them. The three comrades of Bonnot, who are still at large, are greater terrorists than their leader, who was riddled with bullets last Sunday.

In view of the frequent outrages by French bandits, a document submitted to the police authorities by the administration of prisons is of a disquieting nature. During three months, according to this return, 28 convicts succeeded in escaping from prison. *Le Gaulois* says that many of these have been condemned to death, but upon whom the Presidential clemency has been exercised, although they merited their sentence. These escaped convicts may well be members of the Paris bandits who acted under the orders of Bonnot. As to the causes of the escape the *Gaulois* suggests relaxation of surveillance, the existence of agencies which provide funds for the jail-breakers, and the discouragement which those prison officials who wish to do their duty receive from their superiors, who, in turn, fear Press attacks.

THE DRINK HABIT ON RUBBER PLANTATIONS.

There is growing complaint concerning the growth of drinking habits among coolies on the rubber plantations of Malaya. How acute is the trouble may be gathered from the following which we call from *Grenier's Rubber News*:

"We have drawn attention more than once in these columns to the increase of drunkenness among Tamil coolies in this country which is most noticeable in any planting centre in these parts. We were recently in Klang on a Sunday and we saw what is, in that town, becoming a common spectacle—coolies, male and female, dressed up in bright array, monopolising most of the rickshaws in town and riding about in them from liquor shop to liquor shop and getting more impudent, more rowdy and more quarrelsome as the day wore on. We could hardly believe our eyes when we had seen them in their native villages—that these were identical with the level-headed, obedient, docile pariahs of Southern India. Some of these men—and women too—may be described as acting like fiends under the influence of the liquors sold in the shops."

THE SHIPPING CONFERENCE AND RATES.

ACTION OF THE BLUE FUNNEL LINE.

The *Japan Gazette* of the 16th inst. contains the following:—

The proposal of the Shipping Conference, which includes lines trading between the Far East and the West, viz. Suez, to increase the freight rates by 10 per cent., which was to have become operative from yesterday, the 15th inst., has been deferred. The reason for this action is unknown, but it is believed locally that some hitch has occurred in the negotiations between the shipping companies at Hongkong.

Yesterday the local office of Messrs. Butterfield and Swire, agents of the Ocean Steamship Company, Ltd., and the China Mutual Steamship Co., Ltd. (Blue Funnel Line), received instructions from London to withdraw from the Conference. This withdrawal affects not only the Suez Conference, but also the Pacific Conference, as is evidenced by the following circular sent out last evening to all shippers in Yokohama:—

NOTICE TO SHIPPERS.

Notice is hereby given that from this date any Shippers or Exporters forwarding cargo of any description to Pacific Coast Ports or Overland points in the United States and Canada by the Ocean Steamship Company, Limited, and China Mutual Steam Navigation Company, Limited (Blue Funnel Line) will invalidate claim to participate in the Deferred Rebates payable by the undersigned.

The Bank Line, Limited.
Canadian Pacific Railway Co's
Royal Mail Steamship Line
Great Northern Steamship Company.
Nippon Yusen Kaisha.
Osaka Shosen Kaisha.
Pacific Mail Steamship Company.
Toyo Kisen Kaisha.
Yokohama, May 15th, 1912.

We learn that as far as the Companies in Japan are concerned there has been no rupture, the Blue Funnel hitherto acting in conjunction with the other members of the Pacific Conference. It is, therefore, surmised that some rupture has occurred in Hongkong; but on this it is at present impossible to make any statement. We content ourselves with merely stating the facts as presented at this time, and await further elucidation.

RUBBER COMPANIES.

The report of the Malaysia Rubber Company for 1911 states that the year under review saw the beginning of tapping on the estate, and the erection and establishment of the factory. The estimated output for the year was 12,000lb., but the amount actually harvested was 22,861lb. The manager's estimated output of rubber for the present year is 80,000lb., but it is pointed out that the fulfilment of the forecast will depend upon the success of efforts to secure an adequate supply of labour. Out of an available balance of £2,183, the directors recommend a dividend at the rate of 7 per cent. per annum, less tax.

The net profits of the Sungai Salak Rubber Company for 1911 amounted to £14,305, to which has to be added £1,132 brought forward, making a total of £15,437. It is proposed to pay a final dividend of 15 per cent. on £25,000, free of tax, making 20 per cent. for the year, to place £1,500 to reserve fund, and to carry forward £1,162. The crop secured, amounted to 11,100lb., as against an estimate of 75,000lb., showing an increase as compared with the previous season of 78,500lb. The estimated crop for 1912 is 227,000lb.

The first annual report of the Sungai Sayong Rubber Company, which covers the period ended December 31st, states that the cost of the estates down to the end of the year was £11,554. The directors propose to increase the planted area from 540 to 650 acres, and to provide the additional capital required it is necessary to increase the capital from £25,000 to £35,000 and to issue further capital to the extent of £10,000, which will raise the total capital issued from £18,000 to £28,000.

The report of the Kampong Kuantan Rubber Company for 1911 states that the crop estimate of 70,000lb. was not realized owing to the severity and long continuance of the drought, the actual crop obtained being 52,949lb. The crop for the current year is estimated at 125,000lb. The expenditure during the year on the erection of this factory and the development of that portion of the estate which is not yet in bearing was £28,851, bringing up the total cost to date to £24,000. From this total the directors have written off £20,081, being the balance of the premium account on new shares after first writing off the preliminary expenses, and the debit balance at December 31st, 1910, thus reducing the total cost of the estate to £27,024, or less than £28 per acre. The balance standing to the credit of profit and loss account was £3,862, and the directors recommend a dividend of 10 per cent., less tax, payable on May 14th.

The seventh report of the Sandycroft Rubber Co., Ltd., states that the net profit for the period ended 31st January last after making due provision for depreciation, and allocating to revenue a liberal proportion of general and weeding expenditure, amounts to \$152,753.97, to which has to be added the balance of \$3,108.21 brought forward from last account, making a total of \$155,862.18 available at 31st January, 1912, less interim dividends absorbing \$72,000 already paid. The directors recommend:—That a final dividend of 40 per cent. be declared, making 100 per cent. for the year and absorbing \$48,000; that the sum of \$7,078.70 be placed to a sinking fund for the redemption of debentures; that the sum of \$15,000 be transferred to reserve; that the sum of \$3,000 be set aside to employees' bonus fund; that the balance of \$10,878.48 be carried forward to next account. The average prices obtained for the crop were 6s. 2d. for No. 1 and 4s. 5d. for scrap as against 6s. 9d. for No. 1 and 5s. 10d. for scrap in the preceding year.

INTIMATIONS

SUFFERED WITH ECZEMA 20 YEARS

On Limbs. Spots Size of Six-Penny Piece. Very Scurfy and Swollen Itched Badly. Scratching Made Them Bleed. Used Cuticura Ointment and Is Now Quite Well.

"I am more than thankful for all the benefit that I received from the use of Cuticura Ointment. In my long stage of eczema I really thought at one time I was not going to get out of it, as I had tried so many things; but all no good until I saw the Cuticura Remedies advertised in the papers, so I made up my mind to try them."

"I have been suffering for about twenty years and not knowing what it was, my legs had a yellow look until lately when I saw in a small yellow book and in a few days used to itch very badly. Scratching them, they used to run with a kind of fluid and blood. There were spots the size of a six-penny piece and very scurfy. By using Cuticura Ointment twice daily, it eased them to scale over and dry off, then I used to wash the parts with soap and water, then dress them the last thing at night. Also my legs were swollen very much, but now I am quite well and will recommend the Cuticura Ointment, etc., to all my friends." (Signed) William Devey, Wessell Grove, N. Stroudsburg, Worcester, Eng., June 15, 1911.

For more than a generation Cuticura Soap and Ointment have afforded the most complete treatment for affections of the skin and scalp of infants, children and adults. A single cake of Cuticura Soap and box of Cuticura Ointment are often sufficient. A sample of each with 32-p. book free from nearest depot: E. Newberry & Sons, 27, Chancery Lane, London; R. Towns & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

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CHILDREN OF FAR CATHAY
A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.
By CHAS. J. HALCOMBE
Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.).

THE VOLUME which consists of 450
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the forces at the battle of Kwellin, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENNIE.

Its description of Chinese Social Customs
and Superstitions, combined with the insight
it gives into political conditions and the
significance of "FAR CATHAY" as an excellent

The Forest of Arden, brought to the notice of the Botanical Society of Washington by H. C. Skeels, is a 300-acre tract of forest and meadow just east of Joliet, Ill. It is a part of the 2,000-acre estate of H. N. Higginbotham of Chicago, and has been arranged as a model botanic garden, which already has 2,000 species and has room for as many more. The plants are arranged along the five miles of gravel drives in the accepted sequence of plant families, from the ferns to the composites. There are no formal beds and no labels; but a map, divided into squares of 100 feet to a side, has an index giving the plant names and the number of the square containing each species.

Some curious results have been reported from experiments in feeding fowls with rice in its natural state and with rice deprived of its bran. When the hulled rice, raw or cooked, was used as the exclusive food, the fowls at first greedily ate half a pound to a pound or more daily, then a peculiar diarrhoea appeared, and death from some nerve paralysis followed in about four days from the first symptoms. Fed with unbulled rice from the same lot, or with hulled rice with the addition of 25 to 40 per cent. of rice bran, the birds remained healthy and grew fast. A watery extract of rice bran had the same effect as rice bran itself, but gluten equivalent to the nitrogenous constituents of the bran did not. It was evident, therefore, that some soluble substance other than the ordinary nitrogenous constituents of bran played the part of making rice food harmless.

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94.2

-736

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1912. [122]

TO LET.

OFFICES on 3rd Floor, Hotel Mansions facing Harbour.
OFFICES on 1st Floor, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 12th March, 1912. [388]

TO LET.

"A BERTHOOLWYN," Peak Road, from SIX-ROOMED HOUSE, from 1st July next.
SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT No. 43 with WHARF.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Hongkong, 30th May, 1912. [525]

TO LET.

OFFICE in Alexandra Buildings.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong 26th February 1912. [367]

TO LET.

OFFICES in King's Building
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET.

NO. 12, BEACONSFIELD ARCADE
First Floor.
No. 13, BEACONSFIELD ARCADE
First Floor.
1 LARGE GODOWN in No. 3A, Duddell Street, 1st Floor.
1 SMALL GODOWN in Duddell Street (Goddow D).
1 "HOGATE" Austin Road, Kowloon, from 1st April.
For Sale, with or without Furniture "TOR CHEST," No. 8, The PMAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply to—
LINSEAU & DAVY,
3rd Floor, Alexandra Buildings.
Hongkong, 23rd May, 1912. [122]

TO LET.

RANFURLY, 11, Conduit Road. From 1st June.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th May, 1912. [683]

TO BE LET.

SHOPS AND OFFICES, IN
ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Ore.)
VIA
SHANGHAI AND JAPANESE PORTS
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA. FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Ore.)
OBERIC 7th June

To be followed by other Steamers of the Company at
regular intervals.
Callings at AMOY and KEELUNG if sufficient
inducement offered.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. DUNERIC ... 3,000 tons ... End of May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: ... FROM COLOMBO: ...
10th June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
to CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

(42-43-44)

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but \$120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE
First-Class accommodations are provided for—£43 to London—return—£74
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERSIA	9,000	TUESDAY	11th June, at 1 P.M.
KOPEA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	16,200	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	31,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

32

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
THURSDAY, 30th MAY, 1912
8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

FRIDAY, 31st MAY, 1912
8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 2nd JUNE.

The Company's Steamship "HEUNGSHAN,"
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 3 p.m. landing at Canton Steamers' Wharf.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

MONDAY, 3rd JUNE.

The Company's Steamship "SUI AN,"
Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. from WING LOK
STREET WHARF, and returning from Macao at 4 p.m. Usual Excursion Rates.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOH LINE.

S.S. "SALNAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuohow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuohow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANTU." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

[143]

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	On 30th May, 4 P.M.
RUBI	4000	S. A. Croby	Manila, Mangarin, Hollo and Cebu	On 10th June, 4 P.M.

For Freight or Passage, apply to **SHEWAN, TOMES & Co., General Managers**
Hongkong 24th May, 1912. **PHILIPPINES S.S. Co.** [13]

TOYO KISEN KAISHA
TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL
TOYO KISEN KAISHA.

Our Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.
AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC—DENVER AND
RIO GRANDE.**

The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

**SWEDISH EAST ASIATIC
CO., LTD.**
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION	STEAMER	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	About 4th July

For Freight and Further Particulars, apply to **TELSONSON & CO.**
YORK BUILDINGS, TOP FLOOR.

RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at
Hongkong according to the dates of sailing printed below.
First-class steamers manned by European crews only.
Low passage rates.
Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and
fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendances and
medicaments free.

PROJECTED SAILINGS FROM HONGKONG:
HOMEWARD. OUTWARD.

VIA	VIA
SINGAPORE, PENANG, COLOMBO, JIBUTI, HODEIDA, JEDA, PORT-SAID, BEYROUT, CONSTANTINOPLE, THEODOSIA, HATOUN, ODESSA.	NAGASAKI, VLADIVOSTOK.
S.S. "KOURSK," 6,400 R.T., Commander G. Padalka, 16-17 June	S.S. "PERM," 4,149 R.T., Commander J. Kahani, 13-14 June
"PERM," 4,149 R.T., Commander J. Kahani, 27-28 July	"MOGHILEV," 6,200 R.T., Commander J. Stokoy, 14-15 July
"NIJINI-NOVGOROD," 3,367 R.T., Commander S. Kostromitnoff, 10-11 Sept.	"NIJINI-NOVGOROD," 3,367 R.T., Com- mander S. Kostromitnoff, 8-9 Aug.
"VORONEJ," 5,616 R.T., Commander Ret. Rear Admiral P. Oranovsky, 5-6 Oct.	"VORONEJ," 5,616 R.T., Commander Ret. Rear Admiral P. Oranovsky, 3-4 Sept.
"KOSTROMA," 3,505 R.T., Commander V. Petrov-Tokareff, 31 Oct-1 Nov.	"KOSTROMA," 3,505 R.T., Commander V. Petrov-Tokareff, 29-30 Sept.
"YAROSLAVL," 4,494 R.T., Commander L. Alexoff, 23-24 Nov.	"YAROSLAVL," 4,494 R.T., Commander L. Alexoff, 22-23 Oct.
"KOURSK," 6,400 R.T., Commander G. Padalka, 21-22 Dec.	"KOURSK," 6,400 R.T., Commander G. Padalka, 22-23 Nov.
	"PERM," 4,142 R.T., Commander J. Kahani, 12-13 Dec.
	"VLADIMIR," 2,620 R.T., Commander Ret. Rear Admiral J. Skelsky, 25-26 Dec.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok
Tientsin and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express
Trains. Also a line between Vladivostok and Kamschatka and Saghalien ports.
For Freight, passages and further particulars, apply to
CAPTAIN D. A. LUKHMANOFF, Agent,
717] TELEPHONE No. 1224. HOTEL MANSIONS, Nos. 12/A and 14, Third Floor.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, AND PORT SAID.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 6 P.M.
TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 4th June.
Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap
rates, Hongkong-Trieste, Venice, 250 lbs. 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about
30th May.
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for TRIESTE, FUME and
VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ,
PORT SAID, on 31st May.

These steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates; Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Back
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 29 h May 1912. Prince's Building. [155]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH
Alcority, despatch-boat, 1,700 tons, 4 guns, 2,000
l.h.p. Comdr. Lamb, C.L., Shanghai.
Astrak, 2nd class cruiser, 4,360 tons, 10 guns
7,000 l.h.p., Captain E. La T. Leadham,
Shanghai.
Atlas, admiralty tug, 615 tons, 1,400 l.h.p.,
Hongkong.
Bramble, gunboat 710 tons, 900 l.h.p. Lieut.
Comdr. B. E. Pritchard, Kluang.
Britomart, gunboat, 710 tons, 900 l.h.p., Lieut.
Comdr. W. H. Darwall, Hankow.
Cadmus, British sloop, 1,070 tons, l.h.p. 1,400
2d. Comdr. Hugh P. F. Williams
Hankow.
Camden, 2nd class cruiser, 4,360 tons, 10 guns
7,000 l.h.p., Capt. J. E. Drummond, Shang-
hai.
Cherub, water tank and tug, 390 tons, l.h.p. 340
Master W. Smith, Hongkong.
Jlio, British sloop, 1,070 tons, l.h.p. 1,400,
Comdr. H. R. Vesle, Canton.
Fame, torpedo-boat destroyer, 340 tons, 6
guns, 5,700 l.h.p., Lt. Comdr. H. S. Monroe,
Hongkong.
Flore, 2nd class cruiser, 4,360 tons, 10 guns
7,000 l.h.p., Captain C. F. Corbett, M.V.O.,
Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns,
4,000 l.h.p., Lieut. Comdr. E. Bodham
Whelham, West River.
Jarus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 l.h.p., Lieut. Comdr. Maxwell, Swatow.
Kent, armoured cruiser, 9,800 tons, 14 guns
l.h.p. 22,000, Capt. Allen T. Hunt, Hong-
kong.
Kirsh, river gun boat, 616 tons, l.h.p. 1,200
Lt. Comdr. H. Mayrath, Hankow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
l.h.p., Capt. F. C. C. Passo, Surveying Duties.
Minotaur, armoured cruiser (flagship Vice-
Admiral Sir A. L. Winslow, K.C.B.
C.V.O., C.M.G.) 14,600 tons, l.h.p. 27,000
Capt. G. C. Cayley, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, l.h.p.
22,000, Capt. B. H. F. Bartlett, M.V.O.,
Colombo.
Moorhen, river gunboat, 180 tons, 2 guns
l.h.p. 800, Lieut. Comdr. G. P. Leith,
West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine
22,000 F.D., Captain George P. E. Hunt
D.S.M., Shanghai.
Nightingale, river gunboat, 85 tons, 240 h.p.
Lt. Comdr. Malcolm Murray, R.N., Yang-
tze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns
6,300 l.h.p., Comdr. Seymour, Hongkong.
Pegasus, protected cruiser, 2,135 tons, l.h.p.
5,000 (7,000 F.D.), Comdr. F. H. Mitchell
Wailhaiwei.
Prometheus, 3rd class cruiser, 2,135 tons, l.h.p.
5,000, Comdr. P. H. Wainwright, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns
Lt. Comdr. E. J. G. Mackinnon, Shang-
hai.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. Allan Dixon, West River.
Rosario, depot ship for Submarines, 980 tons
l.h.p. 1,400, Lt. Comdr. N. E. Archdale,
Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. I. A. S. Hutton,
Hongkong.
Snipe, river gunboat, 85 tons, 2 guns 240 h.p.
Lt. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo boat destroyer, 305 tons, l.h.p.
6,000, Lt. Comdr. Brickenden, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns
Commodore Eyre, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 l.h.p.
Lieut. Comdr. Hon Guy Stopford, Chung-
king.

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR

DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver
FROM 1893 TO 1909;
ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.
PRICE: 3d. Cash.
On Sale at the "DAILY PRESS" Office, or
Local Bookellers

ON SALE. HONGKONG HANSAID REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911. REVISED BY THE MEMBERS. PRICE - - - - \$5. DAILY PRESS OFFICE. Hongkong, 6th March, 1912.

新外中港香 CHUNG NGOI SAN PO (Chinese Daily Press) PUBLISHED DAILY. Is the oldest and still immensurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS Circulate largely throughout Southern China Indo-China, etc. For as for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong. Tel. 37-00; or by mail from the different Agents. Documents translated from or into Chinese or Colloquial Chinese.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA Capt. C. D. Goldsmith R.N.R.	Daylight, 3rd June.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 6th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon, 8th June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Peters	About 17th June.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 30th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SUNGKIANG"	On 30th May, 9 A.M.
SHANGHAI	"CHENAN"	On 30th May, 4 P.M.
SWATOW and SHANGHAI	"PAOTING"	On 30th May, 4 P.M.
AMOI, NINGPO and SHANGHAI	"ICHANG"	On 31st May, 4 P.M.
SHANGHAI	"LINAN"	On 1st June, 4 P.M.
MANILA, CEBU and ILOILO	"KAIKONG"	On 4th June, 4 P.M.
HAIPHONG	"SINGAN"	On 6th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 6th June, 4 P.M.
WEIHAIWEI and TIENSIN	"HUKHOW"	On 8th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIKONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze River ports and Northern China Ports.

RE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 30th May, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	On 31st May.	On 6th June.
EMPIRE	On 28th June.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 31st May, at 11 A.M.
"HAIYANG"	Capt. J. S. Roach	TUESDAY, 4th June, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.

FOR SWATOW AND RETURN.

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 2nd June, at 10 A.M.
"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 5th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAURA & Co.,
GENERAL MANAGERS.

Hongkong, 30th May, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SEGOVIA ... 6th June.	S.S. NITHONIA ... 1st June.
S.S. SILESIA ... 20th June.	FOR HAVRE, BREMEN & HAMBURG:
S.S. FUERST BUELOW 27th June.	S.S. SCANDIA ... 5th June.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 13th June.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BAYERN ... 18th June.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. LIBERIA ... 27th June.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BADENIA ... 29th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU," INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Bent	TUESDAY, 4th June, NOON.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 25th July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA.	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forstearage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI VIA SWATOW and AMOI	"DAIJI MARU"	SUNDAY, 2nd June, at Noon.
FOOCHOW VIA SWATOW and AMOI	"KAJO MARU"	WEDNESDAY, 5th June, at Noon.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

772-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong, for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ..	7000	June 22	MOREA	11000	July 20	July 26
ASSAYE	7500	July 6	MARMORA	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £206.14 RETURN.

2nd SALOON £48.10 SINGLE, £145.10 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Tonnage		about		about	
SYRIA	7000	June 12	July 27		
NORE	7000	June 26	August 10		
SIMLA	6000	July 10	August 24		

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON:

1st SALOON £55.10 SINGLE, £202.10 RETURN.

2nd SALOON £38.10 SINGLE, £157.10 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope	9,000	WEDNESDAY, 5th June, at Daylight.
	LYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 19th June, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	KAMAKURA MARU Capt. K. Soyeda	7,000	TUESDAY, 4th June, at 4 P.M.
	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. —	5,000	MONDAY, 10th June.
KOBE and YOKOHAMA	TANGO MARU Capt. K. Kawa	8,000	THURSDAY, 5th June.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 5th June, at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WEDNESDAY, 5th June.
KOBE	JINSEN MARU Capt. Mochida	4,000	MONDAY, 3rd June.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"HIROSHIMA MARU,"	4,000 tons, Capt. Hirase,	Saturday, 1st June.
"MIKE MARU,"	4,000 tons, Capt. Yoshikawa,	Saturday, 15th June.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

112-113-656

WHY WORK ONE HOUR

If the same work can be done
IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM.

HONGKONG, 4, QUEEN'S BUILDINGS. TEL. NO. 960.

Hongkong, 24th May, 1912.

Kios-Cigarettes

First class
in quality and packing

Trade Mark & Cigaretten-Fabrik "Kios" o. E. Robert Böhme, Dresden.

Hongkong, 24th May, 1912.

Hoehl

Extra Dry

gout américain

OBTAINABLE FROM—

THE SINCERE CO., LTD.,

SUB-AGENT FOR HONGKONG.

Hongkong, 24th May, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended.—Hupei and Hunan.

The *Bureau*, with the Siberian M. it is due to arrive here to-morrow.

FOR	PER	DATE
Haiphong and Pakhoi	Sungkong	Thursday, 30th, 8.00 A.M.
Japan via Kobe	Tataroom	Thursday, 30th, 8.00 A.M.
Holhow, Haifong and Pakhoi	Michael Jacobsen	Thursday, 30th, 9.00 A.M.
Shanghai, North China and Japan via Kobe	Persia	Thursday, 30th, 11.00 A.M.
Batavia, Samarang and Sourabaya	Tikini	Thursday, 30th, 11.00 A.M.
Shanghai, North China and Japan via Kobe	Alcina	Thursday, 30th, 11.00 A.M.
SHANGHAI, NORTH CHINA, and JAPAN via KOBE	Dorflinger	Thursday, 30th, 11.00 A.M.
(EUROPE VIA SIBERIA)		
Macao	Sui Tai	Thursday, 30th, 1.15 P.M.
Amoy and Formosa	Katho	Thursday, 30th, 2.00 P.M.
Shanghai and North China	Chenan	Thursday, 30th, 3.00 P.M.
Philippine Islands	Zafiro	Thursday, 30th, 3.00 P.M.
Swatow	Peking	Thursday, 30th, 3.00 P.M.
Japan via Moji	Koku Maru	Thursday, 30th, 5.00 P.M.
Holhow and Siam		
Swatow, Amoy, Formosa and Foochow	Hatching	Friday, 31st, 10.00 A.M.
Straits, Ceylon and India via Tuticorin	E. F. Perinaud	Friday, 31st, 11.00 A.M.
Macao	Sui Tai	Friday, 31st, 1.15 P.M.
Amoy and Formosa	Iehang	Friday, 31st, 3.00 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via NAPLES	Buclov	Friday, 31st, 5.00 P.M.
		Registration, Kowloon Branch Office No late fee Letters... 5.00 P.M.
		JUNE—
Holhow	Johanna	Saturday, 1st, 9.00 A.M.
Straits and Borneo	Fuzika	Saturday, 1st, 11.00 A.M.
Philippine Islands	Yuenkong	Saturday, 1st, 1.00 P.M.
Macao	Sui Tai	Saturday, 1st, 1.15 P.M.
Straits	Duneric	Saturday, 1st, 2.00 P.M.
Japan via Kobe	Catherine Spear	Saturday, 1st, 2.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via MOJI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE, via SIBERIA)	Monteagle	Saturday, 1st, 2.00 P.M.
		Registration, Matter, and Sam- ples... 4.00 P.M. Registration... 3.15 P.M. (Registration with late fee of 10 cents, up to 4.00 P.M.) Registration... 3.00 P.M. No late fee Letters... 5.00 P.M.
Shanghai and North China	Livan	Saturday, 1st, 5.00 P.M.
Shanghai and North China	Hongkong	Sunday, 2nd, 9.00 A.M.
Shanghai, North China and Japan via Moji	Daigi Maru	Sunday, 2nd, 9.00 A.M.
Swatow, Amoy and Tamsui	Haiman	Sunday, 2nd, 9.00 A.M.
Tientsin	Chapshing	Monday, 3rd, 11.00 A.M.
Japan via Yokohama	Muttra	Tuesday, 4th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Haitan	Tuesday, 4th, 10.00 A.M.
		Printed Matter, and Sam- ples... 10.00 A.M. Registration... 10.15 A.M. (Registration with late fee of 10 cents, up to 10.30 A.M.) Registration... 9.30 A.M. No late fee Letters... 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONGKONG, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE, via SIBERIA)	Tenyo Maru	Tuesday, 4th, 3.00 P.M.
		Registration... 10.15 A.M. (Registration with late fee of 10 cents, up to 10.30 A.M.) Registration... 9.30 A.M. No late fee Letters... 11.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via MARSEILLES Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail... Late Letters 11.00 to Noon Extra Postage 10 cents	Ernest Simons	Tuesday, 4th, 3.00 P.M.
Keelung, Shanghai, North China and Japan via Moji, Victoria and United States via Seattle	Ramkura Maru	Tuesday, 4th, 3.00 P.M.
Philippine Islands	Kitano Maru	Tuesday, 4th, 3.00 P.M.
Swatow	Haiman	Wednesday, 5th, 10.00 A.M.
Sandakan	Mansong	Wednesday, 5th, 3.00 P.M.
Haiphong and Pakhoi	Singon	Thursday, 6th, 8.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

	May 29th
ON LONDON—	
Telegraphic Transfer	255
Bank Bills, on demand	257 1/2
Bank Bills, at 30 days' sight	257 1/2
Bank Bills, at 4 months' sight	257 1/2
Credits, at 4 months' sight	257 1/2
Documentary Bills 4 months' sight	257 1/2
ON PARIS—	
Bank Bills, on demand	255
Credits, at 4 months' sight	257 1/2
ON NEW YORK—	
Bank Bills, on demand	48 1/2
Credits, at 60 days' sight	49 1/2
ON BOMBAY—	
Telegraphic Transfer	149 1/2
Bank, on demand	150
ON CALCUTTA—	
Telegraphic Transfer	149 1/2
Bank, on demand	150
ON SHANGHAI—	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA—	
On demand—Fence	98 1/2
ON SINGAPORE—	
On demand	35 1/2
ON BATAVIA—	
On demand	35 1/2
ON HAITONG—	
On demand	35 1/2
ON SAIGON—	
On demand	35 1/2
ON BANGKOK—	
On demand	35 1/2
SOVEREIGNS, Bank's Buying Rate	19.90
GOLD LEAF, 100 fine, per tola	\$51.80
SILVER, per oz.	28 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces
Chinese	10 " "
Hongkong	20 " "
Hongkong	10 " "

MAILS VIA SIBERIA.

	London	Shanghai
May 11th.		May 28th.

SHARE LIST—QUOTATIONS.

HONGKONG, MAY 29TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
DANES—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$845
China Borneo Company, Limited	60,000	\$12	all	\$10, x. div. sel.
China Light and Power Company, Limited	50,000	\$5	all	\$2.15
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$6.60
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Limited	55,700	Tls. 100	all	\$54, buyers
Shanghai Dock and Engineering Co., Ltd.	35,000	Tls. 100	all	Tls. 90
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$4.60
Green Island Cement Co., Limited	10,000	\$10	all	\$23 1/2
Hongkong Electric Co., Limited	12,000	\$50	all	\$110 1/2, buyers
Hongkong Hotel Company, Limited	8,000	\$10	all	\$71
Manila Metropolitan Hotel Limited	15,000	\$10	all	\$12 1/2
Hongkong Ice Company, Limited	50,000	\$25	all	\$12 1/2
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19 1/2
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$4, buyers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$223
China Fire Insurance Co., Limited	20,000	\$100	all	\$132
China Traders Insurance Co., Limited	21,000	\$83.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350, sales
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 140, sellers
Union Insurance Society, Limited	12,400	\$250	all	\$308
Yangtze Insurance Association, Limited	12,000	\$100	all	\$192, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53 1/2, buyers
Maatshappij tot Mijp. Bosch en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 69, buyers
MINEING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	36 1/2, buyers
Tonghai Mines, Limited	160,000	\$21	all	7 1/2, buyers
Hawwood Tin and Rubber Estate, Ltd.	75,230	\$21	all	4 1/2
Peak Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$3 1/2, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
RUBBERING—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$33, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Amoy S.S. Co., Ltd.	60,000	\$15	all	\$26 1/2
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$65, L'don buy, £7. 2s. 6d.
Shell Transport & Trading Co., Limited	2,500,000	\$21	all	112 1/2
Star Ferry Company, Limited	10,000	\$10	all	\$32, bn. x.
South China Morning Post, Limited	6,000	\$25	all	\$19 1/2, bn. div.
Steam Laundry Company, Limited	20,000	\$5	all	\$22
STONES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$3, buyers
Watkins, Limited	10,000	\$10	all	\$3, buyers
S. Watson & Co., Limited	50,000	\$10	all	\$5
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Ganda Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 fliers	\$10	all	\$30
Union Waterboat Co., Limited	50,000	\$10	all	\$7 1/2, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

TO-DAY	OPHIUM
Decorations Day (U.S.A.)	May 28th.

Quotations are:—	May 28th.
Malwa No. 1	\$3,050/3,075 per picul.
Malwa Old	\$3,090/3,100 "
Malwa Older	\$3,125/3,150 "
Malwa V. Old	\$3,175/3,200 "
Persian fine quality	\$3,250 "
Persian extra fine	\$3,450 "
Paina No. 1	\$3,450 per choet.
Paina Old	\$3,300 "
Banara No. 1	\$3,375 "
Banara Old	\$3,250 "

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on Sale daily at the following Stores:— KOWLOON BOOK STALL, Ferry Wharf Messrs. HUNG CHEONG, Haiphong Road.



TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—



"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."

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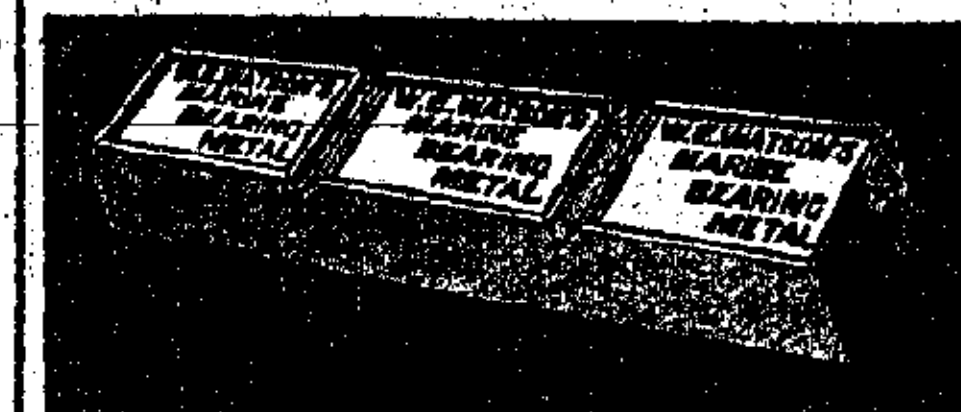
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